

For 1916—
1,040,840 Lines

GAIN over the paid advertising
figures of 1915. This was
360,780 lines more than
the combined gain of the other three
Washington papers.

THE WASHINGTON HERALD

Jan., 1917—
65,104 Lines

GAIN over the paid advertising
figures of January, 1916,
making gains on top of
gains in advertising lineage.

NO. 3762.

WEATHER—PROBABLY SNOW.

WASHINGTON, D. C., FRIDAY, FEBRUARY 9, 1917.

ONE CENT

In Washington and points suburban
thereof. ELSEWHERE TWO CENTS

DEATH OF AMERICAN ON WRECKED TURINO REPORTED TO LONDON

Four Killed When U-Boat Attacks British
Vessel In War Zone, Announce
Advices to U. S. Embassy.

LINER CALIFORNIA WAS ARMED

Forty-one Persons Lost from Vessel, Reports
Consul Frost, at Queenstown—No Warn-
ing, Declares Captain.

London, Feb. 8.—An American negro fireman, George Washington, was killed, according to a report received today when the British steamship Turino was sunk by a German U-boat in the war zone.

The sinking of the Turino was one of several reported today. The vessel, a Furness Line ship, of 2,702 tons, sailed from Norfolk on January 19.

Four men were killed, three being firemen. According to the information received by the American Embassy, Washington's wife is now in Liverpool. An effort is being made by the embassy to find her.

One of the survivors of the Turino is Calvin Bay, an American citizen of Fillmore, Utah.

The captain and twenty-nine of the crew of the Turino were landed today. With them were members of the crew of the Norwegian sailing vessel Songely, also sunk by a submarine.

Placed on Italian Ship.

The crews of both vessels, the survivors relate, were placed on board an unnamed Italian ship for two days. The German submarine used this Italian vessel, which it had armed and provided with a crew of six men as a ship to stand by and receive the crews of sunken ships.

After the crews of the Songely and Turino had been on board the Italian ship for two days, they were transferred to the British steamship Penmont, which was ordered to take them to port. The Germans also transferred from the submarine to the Penmont Capt. Smalles, of the steamship Hollinside, who had been taken on board the submarine as a prisoner when his vessel was sunk. His crew of twenty-two were left in open boats, he reported and are still missing. The intention of the submarine was to sink the Italian vessel before returning to Germany, according to survivors.

London, Feb. 8.—Forty-one lives were lost when the Anchor liner California, bound from New York to Glasgow, was torpedoed Wednesday morning off the Irish coast. The liner sank in nine minutes. News of its sinking was suppressed here for twenty-four hours.

The only American on board, John A. Lee, quartermaster on the vessel, was among those saved.

Two torpedoes were fired. The first struck the liner just as the gunner was training the 17 gun mounted on the stern, aiming at the spot where oil bubbles on the surface of the sea betrayed the presence of a submarine. The second torpedo went wild.

Five persons were killed and a score injured by the explosion that followed the first shot.

Both torpedoes were fired from a distance of about 200 yards. The U-boat was not visible.

Liner Sank in Nine Minutes.

The Central News says the California sank nine minutes after she was torpedoed. According to the Exchange Telegraph Company, the ship was carrying a number of passengers and crew members of the crew are reported missing. The Central News says twenty-eight of the missing are members of the crew. The purser is reported to have been killed.

The Central News says the California's lifeboats on the port side were launched and that some of the passengers and crew were able to get away on them. A few who fell into the water were rescued. There was no major disaster. A number of passengers were injured, all acted in a courageous manner. After being in the boats a short time they were picked up by a steamship and landed in the evening. The purser's body was brought to land.

There were pathetic scenes at the quay side where the survivors were landed. Many were only scantily clothed for such severe weather. Nurses and doctors were waiting to care for the injured, who were removed to hospitals.

According to information obtained from survivors, the Press Association says, four persons were killed and about twenty injured by the explosion.

The injured among the passengers and crew are doing well. The Anchor Line has arranged for sending home the survivors, all of whom have been provided with clothing. Several of them landed with no covering except blankets.

SUDDENLY STRICKEN WHILE WIFE WAITS

Charles H. McHugh, 50 years old, an accountant in the Census Bureau, fell in the basement of the New Ebbitt last night about 6:30 o'clock and died as a result of uraemia poisoning about 11 o'clock.

According to the story of the hotel people, which was withheld for several hours, Mr. and Mrs. McHugh, who reside at 1559 Fairmont street, at 5 o'clock entered the Ebbitt. Mrs. McHugh waited in the parlor while her husband went to the basement. In a few moments she was informed that her husband was ill. When representatives of the press went to the hotel and inquired about the affair at 1 o'clock this morning they were informed by the house detective that no one was dead in the house. Information at an undertaker's establishment was to the effect that the body of Mr. McHugh was at the Ebbitt.

Detective Sergeant Weedon when informed of the apparent mystery surrounding the death sent policemen to investigate.

The finest men's furnishings
Edward E. Harding
1545 Pennsylvania Ave. N. W.
"Watch the Windows"

27,182 VESSELS READY FOR WAR IF CLASH COMES

Ships Can Be Converted Into
Fighting Craft at Mo-
ment's Notice.

CARRY 10,527,632 TONS

Congress to Empower President to
Take Over Vessels Whenever
Necessary.

More than 10,000,000 tons of American shipping will be available for the use of the government, in the event of a war, under plans completed by the Navy Department tonight.

A survey of the merchant shipping afloat and building, made for the Navy Department by the Bureau of Navigation of the Department of Commerce from the files of the bureau, includes every ship now under American ownership, or under construction in American yards. The bureau's figures show that a total of 7,646 vessels, of an aggregate tonnage of 10,527,632 are now either built or building under American jurisdiction.

A careful review of the condition, ownership and location of all these vessels has been compiled by the Navy Department and the Department of Commerce. It will be used in determining the order in which vessels will be taken over, and the uses to which they will be put in the event of the German situation developing into an actual physical clash.

Congress to Give Power.
Administration leaders in Congress tonight prepared to rush legislation, already before both branches of Congress providing that the President "in time of war or proclaimed national emergency" may commandeer this vast shipping tonnage.

Meantime the machinery for taking over private craft of all kinds in time of emergency was perfected by the Navy Department. Under the plans of the Department, the passage of the legislation by Congress would enable the department ready to act at once.

The official reports show that in the whole list of ships available for war uses, 27,182 vessels, practically all of steel and wooden construction and under steam power, would be ready for immediate service. Many of these are already in ocean traffic and could be quickly converted for war use.

Among these are many new ships. Of the number now in active trade 738, with gross tonnage of 547,770 were built and officially numbered in the seven months prior to February 1.

Many Not Yet Launched.
In addition to these, American shipyards are jammed to capacity, and hundreds more will be launched within the next two or three months. Work is being rushed with all possible haste on 564 ships now being built in yards. Vessels now under construction aggregate 1,733,224 gross tons, according to the builders' returns just submitted. The larger percentage of this tonnage is in steel ships.

Exact figures of vessels now under construction are 493 steel ships with 1,466,601 gross tons and 161 wooden ships with 207,623 gross tons. Most of these are to be launched within a few months, many of them during February and March.

In the list of new ships, there were many scheduled to be launched in 1918, but private shipyard owners have been told to speed up the work if possible. The present geographical distribution of available shipping is heaviest in the ports and harbors of the Great Lakes and the Atlantic and Gulf coasts.

Distribution of 631 steam vessels is as follows: Atlantic and Gulf coasts 2,435; northern lakes 1,560; Pacific coast 1,462; western rivers 696; Porto Rico 10; Hawaii 22. More than three-fourths of the 9,327 gas vessels are on the Atlantic and Pacific coasts. Most of the 4,686 sailing craft are at points on the Atlantic and Gulf coasts.

More Flyers in Britain Than Soldiers in U. S., Says College Professor

Baltimore, Md., Feb. 8.—The United States is two years behind Europe in military aeronautics. The British flying corps is larger than our whole standing army.

Zeppelins have now met their Waterloo and are now almost useless to Germany as war machines.

Flying today in peace is no more dangerous than horseback riding. Such are some of the startling facts brought out in a statement today by Dr. Joseph S. Ames, professor of physics in Johns Hopkins University.

Body Guard Formed to Protect Edison

East Orange, N. J., Feb. 8.—A guard has been established for the brain which created more useful inventions than any other brain—that of Thomas Edison.

Special police powers today were granted for a body guard for Edison, whose creative mind will be of the utmost importance to the United States should war come.

BATTERY B BACK AND IN BARRACKS

Tired of Soldiering With Pick
and Shovel and Say
"Never Again."

Battery B got back last night.

Worn out by seven months' service at Douglas, Ariz., and hungry from a fast lasting from 3 o'clock in the afternoon, the 129 officers and men first to go to the border from the District, detained at Roslyn, Va., at 6 o'clock and marched to Fort Myer, where they camped in barracks.

It was some time after 10 o'clock before the cook fixed up a mess of "cold Willie"—the army phrase for canned beef—and hard tack. After that the men took their bed sacks to the stables of the Second Cavalry, a quarter of a mile away, where they stuffed them with straw, carried them back to their 2x9 iron cots and finally "turned in." When taps sounded every man in the battery was sound asleep.

Welcoming Crowd Absent.

Nobody wanted to go to the Barracks. For six days, ever since leaving Douglas, the men had thought of little else but a big welcome, and the chance to sleep on a real bed. But their dreams did not materialize. Barring a few selves and relatives, the welcoming assemblage at Roslyn was like the crowd that accompanied Dr. Cook to the North Pole. And Capt. Wilson, acting under orders from the War Department, he said, at first refused to allow a single man to go home.

Instead, immediately after detaining, the roll was called.

The men were piled on trolley cars, about forty at a time, and carried to Fort Myer. There the roll was called again in both roll calls all were "present or accounted for."

Later, however, the orders were changed, and everybody was excused for the night.

When the men of the battery will be mustered out of the Federal service is

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Telegraph Tips

Albany, N. Y., Feb. 8.—Gov. Whitman today signed the bill appropriating a million dollars for the naval militia, National Guard or volunteers to be used as the governor or President may direct.

Amsterdam, Feb. 8.—A bomb, loaded with broken glass, nails and scraps of iron, was exploded on the steps of the stock exchange building last night, but little damage was done and there were no casualties.

Vanada, Mont., Feb. 8.—The bodies of Mrs. C. W. McConnell and three children, were found on the prairie here today. They froze to death while trying to reach home during a blizzard.

London, Feb. 8.—A Reuter dispatch from La Paz today stated that announcement has been made by the Bolivian foreign minister that his government will support the United States in its attitude on the submarine situation.

Madrid, Feb. 8.—Sailors from the sailing ship Lorton, which was sunk by a submarine off the Spanish coast, declared today that the U-boat flew the French flag as she approached.

New York, Feb. 8.—Twenty-two American horsemen from the steamer Palermo which was sunk by a submarine on December 2 last, arrived here today on the steamer Antonio Lopez.

Indianapolis, Ind., Feb. 8.—A partial suffrage bill was passed by the Indiana Senate by the vote of 2 to 16 this afternoon. The House will vote on it tomorrow.

Gainesville, Ga., Feb. 8.—John H. Martin, president of the Farmers and Merchants Bank, and capitalist, is dead and Joe A. Webb is in a critical condition as a result of a shooting affray between the two men this afternoon.

U. S. USES LULL TO OIL WHEELS OF WAR CHARIOT

President Wilson Speeds Pre-
paredness Through Medium
of Hurried Conferences.

MORE TORPEDOES NEEDED

Amended Naval Appropria-
tion Bill Expected to Total
at Least \$500,000,000.

Executive and legislative preparations for the "next step" in the German situation were continued yesterday under pressure and under the personal direction of President Wilson. The President, in fifteen-minute conferences, went over military and naval dispositions with Secretary of War Baker and Secretary of the Navy Daniels in their own offices. Immediately the war machinery was given a new impetus toward complete preparedness.

Secretary Daniels, after Commandant John Robinson of the Newport, R. I. torpedo station reported the need for increased torpedo output, called in Chairman Padgett of the House Naval Affairs Committee, and an amendment to the naval appropriation bill was framed, increasing by \$800,000 the appropriation for the torpedo manufacture for new machinery, and according to Commandant Robinson, will save the government \$2,000,000 in war time. The amendment will be rushed out of the House committee today and incorporated in the bill. It is expected that before the measure finally becomes law it will carry nearly half a billion dollars, of which more than \$100,000,000 will be directly due to the present international situation.

Seeks Special Rules

To protect these emergency amendments on the measure, Rep. Padgett yesterday sought special rules from the House Rules Committee to make the emergency continue to pour into the House proposals in order on the bill. Consideration of the measure in the House was interrupted temporarily yesterday, but the leaders plan to speed up on the bill today.

Following his conference with the President, Secretary Baker remained in his office last night. The censorship lid at both the War and Navy departments, however, concealed all actual orders.

Officers of plants and the products of industry for use of the United States in any emergency continue to pour into the War and Navy departments and to the President. The most stupendous offer of all was recorded yesterday, when Harold Walker, attorney for the Mexican Petroleum Corporation (Ltd.), tendered on behalf of Edward L. Doheny, of California, the entire plant, product and transportation facilities of his giant industry. The offer included ten huge tank steamers, 5,000,000 gallons of fuel oil now in the

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Americans Quit Service of Entente to Aid U. S. If German Clash Results

New York, Feb. 8.—Forsaking war for the love of it, for a chance to serve their country, the first of the returning Americans who have been fighting with the allies, reached here from Europe today on the French liner Espagnole.

Elliot Cowdin, who has been an aviator in the French air squadron, declared he was ready to climb into a machine if war with Germany comes. Henry Carleton and Frank Haddon, ambulance men, said they were here to aid in the organization of a corps in the United States.

ALL GERMANS DROPPED FROM CREWS OF VESSELS

Baltimore, Md., Feb. 8.—The elimination of German-born citizens from positions on steamers under the United States flag has begun, but by whose orders was not learned today.

Six men attached to the United States Coast Guard cutters at the depot in Arundel Cove, Curtis Bay, were dropped. Three alleged German seamen on the Merchants' and Miners' steamer Somerset were discharged. The masters of the two Bull steamers, Margaret and Jean, in port from Florida, have received orders to give discharges to all Germans who are not properly naturalized citizens.

FEAR GRAVE RESULTS FROM DETENTION OF AMBASSADOR GERARD

President Hastens to Pledge Safety of
German Property Here "In the
Event of War."

DENY INDIGNITY TO GERARD

Statement of President Intended to Show De-
termination to Avoid Any Action Which
Might Precipitate Conflict with Germany.

Steps to reassure Germany as to the treatment of German subjects in the United States and to insure the safe conduct of Ambassador Gerard and all American citizens out of Germany last night absorbed President Wilson and his advisers.

With the statement at the White House that so far German submarine activities had left the situation "unchanged," it was apparent that waiting for the dreadful overt act that will precipitate a physical clash between the countries had been resumed, and that the sinkings up to date had not furnished the essentials for the ominous "next step" threatened by the President.

Detention Causes Concern.

Concern as to the situation of Ambassador Gerard and his fellow Americans in Germany followed the receipt of information at the State Department that the Americans had been "detained." While they were not held as "hostages," it was apparent that the department felt that serious consequences might grow out of the situation, and hurried conferences of State Department officials resulted in immediate diplomatic action, which was not made public.

No Indignity Offered.

It was understood that reports in Germany of mistreatment of German subjects in the United States, and of the forcible seizure of German war-bound ships by the United States government had something to do with the "detention" of the Americans. State Department officials declared last night that they felt the situation would be cleared up without difficulty. They were emphatic in the declaration that no indignity had been offered Ambassador Gerard or any other American in Germany.

After President Wilson made an unexpected visit to the State, War and Navy Building yesterday and conferred with Secretaries Lansing, Baker and Daniels, an authorized statement direct from the President, reassuring German subjects in this country as to the protection of their funds, was issued by the State Department. The ominous declaration in the statement that German subjects would be protected in a "state of war" was looked upon as a relief.

The statement, which followed the determination of the President to adhere to an ancient treaty with Prussia, protecting citizens of both nations in their property rights for at least nine months after an outbreak of war between the two countries, read:

"It having been reported to him that there is anxiety in some quarters on the part of persons residing in this country who are the subjects of foreign states that their bank deposits or other property should be seized in the event of war between the United States and a foreign nation, the President authorizes the statement that all such fears are entirely unfounded. The government of the United States will under no circumstances take advantage of a state of war to take possession of property to which international understandings and the recognized law of the land give it no just claim or title. It will scrupulously respect all private rights alike of its own citizens and of the subjects of foreign states."

Would Reassure Germany.

It was understood last night that an effort would be made to get this statement, and the disclaimer of any intention to seize the warbound German ships in American ports, issued by Secretary of War Baker, to the German government. These statements, it was said, would demonstrate the determination of the United States to take no action which could give offense to Germany.

The State Department yesterday announced the arrival of assurances from France, on behalf of all the entente allies guaranteeing the safe conduct of Ambassador von Bernstorff and his staff back to Germany. The Ambassador with his staff and the German consuls in the United States expect to leave next Tuesday on the Scandinavian-American liner Frederick VIII. An effort will be made to have Halifax, N. S., made the port of search for the ship rather than Kirkwall, England.

\$500,000 for Relief.

Another indication of the administration's concern as to Americans in Germany came in a demand by Secretary Lansing for an appropriation of \$500,000 for the relief of American citizens abroad. The letter to Congress asked for the funds pointed out that the money was needed immediately, "in view of the important developments in the international relations of the United States within the past few days."

In line with the determined policy to avoid all possible means of affront to Germany, the Federal departments yesterday declined to make any plans for the physical protection of American vessels sailing for the submarine zone. Continued applications for convoys of naval vessels to protect passenger and freight vessels met with the response accorded the American Line that the government cannot give advice as to sailings and that American vessels have the right to "take any measures to prevent or resist unlawful attacks."

The administration realizes, it was stated, that the delay in American sailings has been the effect of making some sailing for the submarine zone. It was stated that it would be inadvisable to detach naval vessels to form convoys. It was also stated that such convoys would be tantamount to "an act of war."

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THIEF VISITS MONDELLS; CALL SCARES HIM OFF

Wife of Representative Frightened, But
Children Think It Funny.

Representative Frank W. Mondell left the front door unlocked when he left his home at 210 O street northwest early yesterday evening.

Just before midnight Mrs. Mondell and her children heard a noise at the foot of the stairs. Mrs. Mondell, followed by the children, went to the top of the stairs and called down, supposing it was her husband returning. There was no reply. No lights were burning in the lower hall. Mrs. Mondell called again and there was no answer. This time she heard the front door quietly creak shut and she hurried and telephoned to the police.

Nothing was found disarranged or missing by the police. Representative Mondell arrived just after the police and came to the conclusion that a burglar had gotten into the house but had been scared off by his wife.

The Mondell children considered it quite a lark.

Wednesday, February 14, is St. Valentine's Day

Place Your Order Right NOW

If You Want This Six-Color
MARGUERITE CLARK
VALENTINE

FREE With your copy of THE WASHINGTON SUNDAY HERALD delivered in Washington or suburbs on

SUNDAY, FEB. 11TH ONE CENT

Beginning Sunday, February 11th, The SUNDAY HERALD will be sold on the streets and at news stands for 2c

Delivered to Regular Subscribers for ONE CENT.

